INFORMATION BOOKLET

MONTANA DEPARTMENT OF HIGHWAYS

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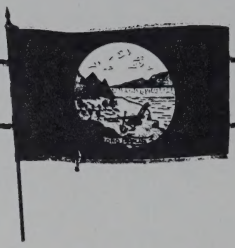
THOMAS L. JUDGE
GOVERNOR



STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

December 30, 1976

IN REPLY REFER TO

To All Interested Parties:

The Montana Department of Highways is a complex agency, governed to a large extent by many intricate laws and regulations, both of Federal and State origin. The material in this booklet has been put together in an effort to answer a variety of questions concerning the Department and its state-wide functions.

While the booklet cannot hope to provide detailed descriptions on every facet of the organization, it can serve as a pocket guide for persons wanting general information.

Upon request, the Department will be glad to provide information on specific subjects not treated in the booklet.

H. J. ANDERSON
Director of Highways

GEORGE VUCANOVICH CHAIRMAN
HELENA

Wm M. KESSNER VICE CHAIRMAN
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PRINCIPAL ADMINISTRATIVE OFFICERS

THOMAS L. JUDGE, GOVERNOR

STATE HIGHWAY COMMISSION

OFFICER TERM OF OFFICE	ADDRESS
George Vucanovich, Chairman 2-1-71 to 1-1-79	504 Power Street Helena
Wm. M. Kessner, Vice-Chairman 2-1-73 to 1-3-77	Box 2407 Great Falls
Baxter Larson, Member 1-1-75 to 1-1-79	Box 859 Wolf Point
Pierre L. Bacheller, Member 2-1-73 to 1-3-77	2034 Mariposa Lane Billings
Vacant, Member 1-3-73 to 1-3-77	
W. D. LeRoux, Secretary	Lexington Apts. Helena

H. J. Anderson, Director of Highways

DEPARTMENT OF HIGHWAYS ADMINISTRATION

Under Executive Reorganization, which became effective December 16, 1971, a Director of Highways was appointed by the Governor, subject to confirmation by the Senate. The Director is the chief administrative officer and is responsible for the overall operation of the department and serves at the pleasure of the Governor.

A five man State Highway Commission is a quasi-judicial board appointed by the Governor. The majority of the board is appointed to serve terms concurrent with the term of the Governor. The chairman is designated by the Governor. Each commissioner is chosen from a separate district within the state, thereby allowing all portions of the state to be represented.

The department's headquarters is located in Helena and has eleven Administrative Divisions. Division offices are located at Missoula, Kalispell, Butte, Bozeman, Great Falls, Havre, Glendive, Wolf Point, Billings, Miles City and Lewistown. Each division is headed by a Division Construction Section Supervisor and a Division Maintenance Bureau Chief.

The eleven Division Construction Section Supervisors report to the Chief of the Construction Bureau in the Helena headquarters. The construction supervisors have the primary responsibility of directing all construction projects in their respective division. Other responsibilities and duties consist of active participation and cooperation with the Planning and Research Bureau personnel in Urban Transportation Planning in cities of over 5,000 population, representing the Department of Highways at public meetings and reviewing project priorities in each Division.

The eleven Division Maintenance Bureau Chiefs are under the authority of the Administrator of the Maintenance Division in the Helena headquarters, and are responsible for the upkeep of all state-maintained highways. These Maintenance Chiefs have Field Maintenance Section Supervisors under their direction who, with their helpers, are the actual maintenance working force. Each of the Divisions is staffed with appropriate personnel including, generally, an office engineer, office manager and materials supervisor.

Right-of-way field personnel are located in five divisions: Missoula, Butte, Great Falls, Glendive, and Billings; and they report to the Chief of the Right-of-Way Bureau in Helena Headquarters. Field Right-of-Way activity is carried on in conjunction with the headquarters Right-of-Way staff.

The Helena Headquarters staff consists of Administrators for the following divisions: Legal, Engineering,

Maintenance, Personnel and Civil Rights, Gross Vehicle Weight, Motor Pool and Equipment, and Centralized Services. Each of these divisions is subdivided into Bureaus, Sections and Units.

PERSONNEL

The Department of Highways' Personnel Division is responsible for recruiting and placing qualified applicants to fill vacant positions; administration of the Statewide Classification and Salary Plan at the agency level; administration of the Department's Civil Rights Program which includes compliance with Federal and State regulations governing the treatment of minority applicants, employees, contractors, and suppliers; and monitoring the staffing needs within the Department through close cooperation with the Office of Budget and Program Planning. Staffing needs change on a frequent basis dependent on the availability of Federal funds and State matching funds for roadway construction. The Department has over 1,800 permanent employees in Maintenance and Construction and hires seasonal help to fulfill its needs. The following tabulation reflects the number of personnel employed by the Department as of October 31 for each of the past seven years:

	Maintenance	Non-Maintenance	Total
1970	775*	1685	2440
1971	774*	1652	2426
1972	839*	1488	2327
1973	821*	1214	2035
1974	754*	1189	1943
1975	618	1385	2003
1976	642	1472	2114

*Includes equipment section employees considered maintenance employees prior to July 1, 1974.

HIGHWAY INCOME — STATE

The following is a brief description of net highway income received in support of the cost of constructing, maintaining and administering state highways.

Gasoline — F.Y. 1976 - $32,723,069

Gasoline and liquified petroleum gases are taxed at the rate of 7¾ cents per gallon, subject to refund for fuel used for non-highway purposes. L.P.G. taxes are remitted to the State Department of Revenue by either a user or a dealer. A user is a

person who purchases fuel and consumes it on the highway. A dealer is one who sells fuel into a supply tank. Gasoline is taxed at the time it is withdrawn at the refinery or pipeline if it is sold for use in Montana. The tax is paid by the distributor to the State Department of Revenue.

The State Parks Division of the Department of Fish and Game receives 0.6% of the gross gasoline tax collections for use in State Parks where boating is permitted. Also, $3,025,000 per year of gasoline tax is distributed to the counties and $3,625,000 per year is distributed to the cities. (See Gasoline Taxes, pages 34-35.) Aviation fuel is taxed at the rate of one cent per gallon, and it is earmarked for the State Aeronautics Division.

Motor Fuel taxes are credited to the State Highway Earmarked Revenue Account after provision has been made for refunds, and the proper amounts have been credited to the State Aeronautics Division and to the Department of Fish and Game.

Diesel — F.Y 1976 - $7,914,517

Diesel fuel is taxed at the rate of 9¾ cents per gallon for fuel used on public highways or on highway construction.

Diesel fuel taxes are collected by the State Department of Revenue from either a user or a dealer.

Fuel Trip Permits — F.Y. 1976 - $537,327

Fuel trip permits are issued in lieu of a fuel license and are valid for a single trip. The permits are issued by the GVW Division and the Highway Patrol and sell for $20.00. Operators of vehicles powered by special fuel (diesel & l.p.g.) not licensed with the Department of Revenue must purchase a fuel trip permit if they desire to drive their vehicle on Montana's highways.

GVW and Related Tax — F.Y 1976 - $11,703,664

This tax ranges from $3.75 to $543.75 per vehicle per year for trucks and trailers, with special 16% rates for farm vehicles and 75% rates for vehicles used in hauling logs, livestock and low-boy trailers. Ready-mix concrete vehicles are taxed at a 55% rate. House trailers are taxed at the rate of $.75 per foot, exclusive of bumper and hitch. Buses pay $7.00 per seat with the exception of the first seven seats.

New passenger cars, trucks and motorcycles are taxed at the rate of 1½% of the F.O.B. factory price with quarterly adjustments for purchases made during the year. Fees collected under this tax in fiscal year 1976 amounted to $1,028,706 for passenger cars, $784,158 for trucks and $75,503 for motorcycles.

Individual trip fees ranging from $5.00 to $10.00 for trucks and trailers are charged to out-of-state vehicles, depending on the travel distance involved. Trip fees collected during fiscal year 1976 amounted to $695,990.

Counties collecting GVW fees deduct 5% of the fees collected as collection expense and transmit the remaining 95% to the State Treasurer for deposit to the Highway Earmarked Revenue Account.

The following amounts were collected during the fiscal year ending June 30, 1976:

County Collections	$5,195,609
Collected by GVW Division from Montana operators	$ 701,900
Collected by GVW Division from vehicles licensed under proportional registration	$3,221,798

Caravan Fees — F.Y. 1976 - $5,372

Fees collected from drivers or towers allow the permit holders to tow new vehicles from point of manufacture to dealers, other movements in Montana, or to other states. The trip permit is $5.00 per vehicle driven.

Size and Weight Fees — F.Y. 1976 - $304,950

Size and weight permits are issued for movement of vehicles and/or loads exceeding statutory dimensions and/or weights. Fees range from $6.00 to $31.00 per permit.

Special Fuel Permit, Size and Weight Permit and GVW Fines and Forfeitures — F.Y. 1976 - $31,189

Fines and forfeitures for violations of the special fuel and G.V.W. fee laws are deposited to the Highway Earmarked Account.

Custom Combiner's Tax — F.Y. 1976 - $18,345

Thirty-seven and one-half percent of income collected from custom combiner's unit tax is deposited into the Highway Earmarked Revenue Account. The remaining 62½% is distributed to the counties as prescribed by State law.

HIGHWAY INCOME — MISCELLANEOUS

U.S. Mineral Royalties - F.Y. 1976 - $2,243,054

Thirty-seven and one half percent of the amount derived from any and all bonuses, royalties and rentals involving Federal land in Montana and paid into the U.S. Treasury is

paid to the State of Montana by the U.S. Government. Section 75-3720 R.C.M. 1947, as amended, provides for equal distribution of these monies between the Department of Highways and the Department of Public Instruction.

Miscellaneous Receipts — F.Y. 1976 - $1,222,238

A major portion of amounts collected under this category are collections for accounts receivable work performed for other agencies or collections for damages to highway property by the traveling public. Sale of surplus property is also shown in this category.

Outdoor Sign Permits — F.Y. 1976 - $8,079

The Right-of-Way Bureau is charged with the responsibility of assuring that all signs located on the Interstate and Primary systems of roadway conform to prescribed standards. Nonconforming signs are removed and conforming sign owners must purchase a permit. The permits are sold for a three year period and at a cost of $2.00 per year.

Coal Tax Receipts — F.Y. 1976 - $2,203,181

Ten percent of all coal tax receipts paid by the coal operators to the Department of Revenue is distributed to the Montana Department of Highways. The remaining receipts are distributed to the various state agencies and counties. Coal tax revenue is mandated through fiscal 1979 by statute.

HIGHWAY INCOME — FEDERAL

Amount Collected in F.Y. 1976 - $72,664,083

The Federal Highway Administration is billed at frequent intervals for work performed on a project in which their prior approval has been obtained for the financing of such project. In order to obtain the Federal Highway Administration participation, the Department of Highways must adhere to the provisions contained in the Federal Highway Act and in memorandums issued by the Federal Highway Administration. These provisions are too lengthy to be published in this booklet, but some of the more pertinent items are covered.

The Federal participating rates, which are applied to costs incurred on each project, are developed as follows:

1. Interstate System
   A. These rates are based on the ratio of the area of unappropriated and unreserved public lands and non-taxable Indian lands to the total area of the State. Montana's ratio is 12%. This percentage multiplied by the basic 10% state share of costs is

then added to a standard 90% given to all states and constitutes the present 91.20% federal ratio which is applied to all eligible costs on the Interstate System.

2. Other Systems (Primary, Secondary, Urban Extensions, Urban System, and Emergency Relief Funds)
   A. Rates for roadway systems listed above are based on the ratio of the area of non-taxable Indian lands and of public domain lands (reserved and unreserved) exclusive of National forests, National parks and monuments, to the total area of the state. This equals 13.26% for Montana. This percentage, multiplied by the basic 30% state share of costs, is then added to a standard 70% given all states and constitutes the present 73.98% federal ratio which is applied to all eligible costs on systems listed above.
3. Miscellaneous
   A. Various rates are established for costs incurred on other Federal aid programs established by Federal law. For example, the Federal ratio on safety programs are as follows:

1.	Railroad Crossing	90%
2.	High Hazard Locations	90%
3.	Roadside Obstacles	90%
4.	Safer Roads Demonstration	90%
5.	Pavement Marking	100%
6.	Forest Highways	100%
7.	Federal Public Lands	100%

Federal aid is received after the Department of Highways makes project payments from Department funds. Through a "current billing" process, the Department of Highways prepares a data processing prepared billing document for costs incurred on the entire Federal aid program. The Federal Highway Administration then processes these documents for payment through its system.

Federal Apportionments and Obligation Authority

Congress, through Highway Acts, (which have normally been on a biennial basis) established authorization for the various highway programs. The amounts that are authorized by Congress under these Highway Acts are "apportioned" to the states. The apportionments made to the states for the various highway programs (Interstate, Primary, Rural

Secondary, Urban System, etc.) are based on formulae which are established by law. For example, the Interstate apportionments to the states are based on data obtained through Interstate Cost Estimates which are prepared by all the states. Rural Secondary apportionments are based on the following:

1. One third in the ratio which the area of each state bears to the total area of all the states;
2. One third in the ratio which the population of rural areas of each state bears to the total population of rural areas of all the states as shown by the latest available Federal census;
3. One third in the ratio which the mileage of rural delivery routes and intercity mail routes where service is performed by motor vehicles in each state bears to the total mileage of rural delivery and intercity mail routes where service is performed by motor vehicles in all the states at the close of the next preceding calendar year. No state shall receive less than one half of one per cent of each year's apportionment.

The Federal aid apportionments for the majority of the highway programs are made at the beginning of the fiscal year (October 1) or up to 90 days prior to this date as per the Federal Aid Highway Act of 1976. The Interstate apportionments are made to the states at least one year prior to the beginning of the fiscal year.

Restrictions can be placed upon the utilization of Federal Aid apportionments either by the President or by Congress. This can be accomplished through the Budget and Impoundment Control Act of 1974. Prior to this act, Montana experienced severe restrictions on utilization of apportionments from November 1966 through February 1975. Then, from February 1975 up to September of 1976 there were no restrictions placed on use of Federal apportionments made to Montana. This set to work a large share of previously withheld funds. For fiscal year 1977 (October 1, 1976 to September 30, 1977) there are nationwide restrictions on the amount of Federal highway funds that may be obligated. However, as yet there are no state-by-state restrictions on the application of Federal funds for fiscal year 1977.

EXPENDITURES BY PROGRAM

For budget purposes, the Department categorizes its expenditures by means of program. The programs used and a brief explanation of each, as well as the budget expenditures for fiscal year 1976, are as follows:

1. **General Operations** — F.Y. 1976 - $5,751,793

The administrative and supportive service phases, including the Planning and Research and the Gross Vehicle Weight Division, are grouped into this program. The objective is to provide services in the most timely and economical manner possible to support administrative decisions concerning the assignment of available resources to the other highway programs.

The Planning and Research Bureau is unique in that it is almost entirely supported by Federal aid consisting of 1½% of all highway Federal funds allocated to Montana. The current matching ratio for this Federal aid is approximately 20% State funds.

2. **Preconstruction** — F.Y. 1976 - $7,379,750

Costs associated with the location and design of roads and structures and the acquisition of right-of-way are chargeable to this program.

3. **Construction** — F.Y. 1976 - $81,966,248

Costs chargeable to this program include payment for roadway and bridge construction, utility and railroad company relocations, and field engineering and supervision expenses.

4. **Maintenance** — F.Y. 1976 - $18,980,224

All costs associated with maintaining Montana's highways are chargeable to this program.

5. **Travel Promotion** — F.Y. 1976 - $653,329

Costs associated with advertising, publicity and promotion of Montana as a vacation destination and a convention location are chargeable to this program. Also, the promotion of the State as a filming site is one of the activities of this program.

6. **Motor Pool** — F.Y. 1976 - $522,810

All costs incurred in operation of the Helena area Motor Pool, involving 232 vehicles, are chargeable to this program. The motor pool is used to provide transportation for all Helena based State employees.

7. **Equipment** — F.Y. 1976 - $5,691,243

All costs for use of over-the-road vehicles and maintenance equipment involving 3,250 units are chargeable to this program. This program provides transportation for the

Department of Highways throughout the State, except Helena, and provides road maintenance equipment statewide, including Helena.

NON-PROGRAM EXPENDITURES

There are other items chargeable to the Highway Budget which are classified as non-program items because they are not identifiable with any of the regular programs. Non-program items include:

1. **Highway Patrol, Dept. of Justice** — F.Y. 1976 - $3,022,503

   All salaries of uniformed highway patrolmen are chargeable to the Highway Earmarked Revenue Account.

2. **Department of Revenue** - F.Y. 1976 - $359,941

   Expenses incurred by the Department of Revenue for the collection of motor fuel taxes and other services furnished the Department of Highways are chargeable to the Highway Earmarked Revenue Account.

3. **Highway Safety, Dept. of Community Affairs** — F.Y. 1976 - $42,046

   This is the State's share of the costs of the operation of the State Highway Traffic Safety Office.

4. **Buildings** — F.Y. 1976 - $262,303

   Expenditures for construction or major renovation of Highway buildings are chargeable to this non-program item.

5. **City-County Construction** — F.Y. 1976 - $7,299,211

   Expenditures for city or county construction and maintenance per Section 84-1840 and Section 11-5413 R.C.M. 1947 are chargeable to this non-program item.

GENERAL INFORMATION

1. **Highway Information System**

   H.I.S., an acronym for Highway Information System, is the Department of Highways' computerized, integrated file system consisting of a large number of separate but related data files and a sophisticated set of specially written computer programs for accessing these files. Some of the major types of data contained in the system include roadway characteristics, traffic volumes, traffic accident data, railroad crossing information, bridge information, skid test results, urban and rural sign inventories, and true mileage. The roadlog file

contains such information as system (Interstate, Primary, Secondary, Urban), route number, milepoint, section length, verbal description, administrative information, jurisdictional information, year built, year improved, number of lanes, width, and surface materials. Together with the true mileage file, the roadlog file is the basic building block of the entire sytem.

Although originally justified solely on the basis of time and cost savings in generating on-going reports such as the Federal Aid Road Log, Traffic by Sections, Sufficiency Ratings of Primary Highways, etc., the most notable long term benefits have occurred in the provision of general inquiry capabilities (data selection and data analysis). Perhaps the greatest strength is the fact that H.I.S. is user oriented; i.e., all system actions are initiated by an English language type command whose structure is easy to learn and use.

2. Federal Aid System Realignment

The 1973 Federal Aid Highway Act made mandatory the realignment of all Federal Aid Systems by June 30, 1976. This legislation specified that:

> "The Federal Aid Primary System shall be selected from those routes classified as major or minor arterials and their extensions into or through urban areas," and "The Federal Aid Secondary System shall be selected from those routes classified as rural major collectors."

The Federal Aid Primary System was created by an Act of Congress in 1921 with the stipulation that the mileage on this system could not exceed 7% of the total rural mileage in the State exclusive of the mileage within Federal reservations. With minor exceptions, this system has remained static from its inception in 1921.

The Federal Aid Secondary System was also created by an Act of Congress in 1945. There was no limitation imposed on the total mileage statute, and consequently the system expanded from 3006 miles initially to 6041 miles prior to the realignment in 1976.

Some of the problems that were encountered with the Federal Aid System realignment are summarized as follows:

1. The old Federal Aid Primary Routes paralleling the Interstate Highway in the Interstate corridor could no longer remain on the Primary System as they are not presently carrying intercity or interstate traffic. These routes were classified as to their function and the majority of the mileage dropped from arterial to either a major or a minor collector status.

2. Approximately 86.0 miles of other Primary routes which were classified as major collectors could not be retained on the Federal Aid Primary system.

3. Approximately 1,200 miles of Federal Aid Secondary routes were classified as minor arterials in the 1990 classification. These routes were eligible for the Primary system.

4. A total of about 1,300 miles of Federal Aid Secondary routes had been classified as minor collectors and therefore could not remain on the Federal Aid Secondary system.

After a considerable amount of study and several meetings held with the County Commissioners, it was determined that all eligible Secondary routes which were presently carrying an average daily traffic volume of 250 or more vehicles would be transferred to the Federal Aid Primary system as of June 30, 1976. There are 22 routes in this category, totaling 763 miles, of which 429 miles were previously maintained by the State.

During the systems realignment study it was also determined that there were approximately 970 miles of parallel primary highways and frontage roads in the interstate corridor that are presently being maintained by the State according to existing statutes. Average daily traffic volumes on these route segments and frontage roads range from less than 10 to over 1200 vehicles per day. In an attempt to resolve the maintenance and construction responsibilities for this mileage, the Department of Highways has been working quite closely with the State Commission on Local Government and the Montana Association of Counties during the past six months. Maps have been prepared which identify the mileage, and a tentative assignment of responsibility has been made. It is also planned to hold meetings with the county officials in each of the 12 County Commissioner districts to discuss systems realignment, functional classification and maintenance responsibilities. It is anticipated that these meetings will be conducted in all County Commissioner districts by December 1, 1976 and that a proposal covering the Federal Aid Systems realignment and maintenance responsibilities will be submitted to the 1977 legislature.

The following tabulation is a comparison of mileage on the various Federal Aid Systems prior to and after systems realignment on June 30, 1976:

	MILES		
Federal Aid System	**Prior to June 30, 1976**	**After June 30, 1976**	**Difference**
Interstate	1188.7	1188.7	0
Primary	5036.5	5499.5	+ 463.0
Secondary	6040.9	4641.4	- 1399.5
Urban	318.4	313.8	- 4.6
TOTAL	12,584.5	11,643.4	- 941.1

3. GVW Law Enforcement

The Gross Vehicle Weight Division is charged with the enforcement of special fuel vehicle license, vehicle license requirements, gross weight fees, size and weight permits, and assists all other law enforcement agencies. This enforcement is accomplished by the placement of personnel in weigh stations throughout the State, and by manning portable scales throughout the State.

4. Motor Vehicle Reciprocity With Other Governing Entities

In order to promote and encourage the fullest possible use of its highway system and contribute to the economic and social development and growth of this State, agreements are entered into with other States and Provinces for motor vehicle movement. At present, Montana is a member of:

A. International Registration Plan (I.R.P.), which includes the jurisdictions of: Alberta, Alaska, Arkansas, Colorado, Idaho, Illinois, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, North Carolina, Oregon, South Dakota, Tennessee, Texas, Utah, Virginia, and Wyoming.

B. Uniform Vehicle Registration Proration and Reciprocity Agreement, which includes the jurisdictions of: Arizona, British Columbia, California, Iowa, Kansas, Nevada, New Mexico, North Dakota, and Washington.

C. Various agreements between Montana and individual jurisdictions, such as Oklahoma and Wisconsin.

5. Action Plan

The Action Plan describes the Department of Highways' procedures to involve the public, State and Federal agencies, planning boards, and others in the planning, design and construction of highway facilities.

Each state was required to develop and implement an Action Plan in order to comply with Section 136 (b) of the

Federal Aid Highway Act of 1970, and to respond to the public desire for more involvement in the highway planning and design process.

Distribution of the Action Plan was widespread to include cities, counties, planning boards, tribal councils, Federal Agencies, State and local libraries, Chambers of Commerce, etc. This distribution informed the public how to include their information in our planning and design process.

The Department of Highways retains the decision-making authority and rights within the Action Plan, but its information base has been expanded by the following:

A. Impact Evaluation Group — This is the lead group. It is composed of persons from other State agencies who will review each of our highway projects and provide information on the relative economic, social and environmental effects.

B. Impact Evaluation Team — This is composed of Department of Highways employees who are specialists in the fields of landscape planning, noise, air quality, biology, water quality, horticulture, social and economics. In addition, skilled specialists from various universities, consultants and other State and Federal agencies also are employed to provide solutions for specialty problems in their field on projects where such problems are encountered.

6. Certification Acceptance

The Federal Highway Administration, under Title 23 U.S.C. 117, can pass on to the States many "watchdog" activities involving projects on all primary, secondary and urban systems, provided the States promise to follow all applicable Federal laws, Federal Highway administrative regulations, directives and standards as if these had been enacted as laws of the State. The Montana Department of Highways is under "C.A." as of July 1, 1976. Exceptions are the Interstate system and special projects that are unusually complex and expensive, activities handled by the Right-of-Way Bureau, and agreements with consulting engineering firms.

7. Environmental Programs

The Montana Department of Highways has made visible strides in the past five years to expand environmental considerations into the location, design, construction and maintenance of its facilities. Because of its Federal-State jurisdictional base, the Department operates within the policies and guidelines of the National Environmental Policy

Act (NEPA) and the Montana Environmental Policy Act (MEPA).

An environmental assessment is made on all proposed construction projects. Environmental impact statements are written for major projects which may have significant environmental impacts or are of great public concern. Negative declarations are prepared for projects of negligible environmental impact.

Personnel specializing in environmental concerns, such as air and water quality, noise analysis, land use planning, erosion control and landscaping, fish and wildlife biology and the socio-economic fields, have either been hired or are being trained. The Department also participates in numerous schools to update personnel in environmental problems associated with transportation systems.

8. **Right of Way**

The Department of Highways is responsible for the acquisition, management and control of real property needed for State highway purposes. The several major functions performed in conjunction with this responsibility are described as follows:

Property Acquisition
Acquisition of interests in real property needed for highway purposes includes evaluation of property interests and negotiation with property owners for the purchase of their property.

Relocation Assistance
Whenever land acquired for a Federal aid highway project will result in the dislocation of individuals, farms, businesses, or non-profit organizations, financial and advisory assistance is provided to accomplish their orderly relocation with minimum inconvenience or financial hardship. On a number of occasions the Department has provided the services of its relocation personnel to other local, State, or Federal agencies administering programs resulting in the displacement of individuals, etc. This service has proven highly successful and has been economically beneficial to the recipient agencies.

Utility Relocation and Adjustments
It is frequently necessary to relocate or to adjust utility and railroad facilities in order to accommodate new highway construction. These facilities include, but are not limited to, electric power, telephone and telegraph lines, gas, water, sewer and oil pipelines, and railroad facilities, including grade separation structures and signal devices. The Department has the responsibility of meeting with

representatives of the utility and railroad companies to work out the details of the required relocation or adjustment and to formulate formal agreements with the utility and railroad companies to accomplish this work.

Control of Outdoor Advertising

Control of outdoor advertising signs along the State's Primary and Interstate highway systems involves the issuance and renewal of special permits for signs that conform to prescribed standards and the purchase and/or removal of signs not conforming to these standards. More than 7,600 signs have been removed since the beginning of the program late in 1972. Ultimately, more than 10,300 signs will be removed under this program.

Control of Encroachments

The Right-of-Way Bureau is also responsible to accomplish the removal of signs or other privately-owned devices or facilities that are encroaching on highway right-of-way or to bring these items under the control of revocable permits. More than 4,500 of these signs and devices have been removed from the right-of-way since this program was started in January, 1970.

9. Public Hearings

The Department is responsible for disseminating information to the public about the Department of Highways Federal Aid highway construction program, and to obtain public opinion regarding highway proposals. The details of scheduling, arranging, advertising and moderating all highway public hearings are reported to the Montana Highway Commission at its monthly meeting.

Two public hearings or opportunities for public hearings are held on major Federal Aid highway construction projects.

This procedure is to ensure that highway locations and designs reflect and are consistent with Federal, State and local goals and objectives. The rules, policies, and procedures established are intended to afford full opportunity for effective public participation in the consideration of highway location and design proposals. They provide a medium for free and open discussion and are designed to encourage early and amicable resolution of controversial issues that may arise.

The Department of Highways fully considers a wide range of factors in determining highway locations and highway designs. It provides for extensive coordination of proposals with public and private interests. In addition, it gives all interested persons an opportunity to become fully acquainted with highway proposals of concern to them and to express their views at those stages of a proposal's development when the flexibility to respond to these views still exist.

Requests for location and design approval, as well as the response, are publicized in local newspapers. This keeps the public informed on preliminary engineering phases of proposed highway construction projects.

10. Financial District Laws

The State Financial District Law was enacted to provide a statutory means of distributing State highway funds so that each highway system and area of the State would receive its fair share of highway construction funds.

The twelve financial districts which are established under this law are as follows:

Financial Districts	Counties in Each Financial District
1	Lincoln, Flathead, Lake
2	Glacier, Toole, Liberty, Hill, Blaine
3	Phillips, Valley, Daniels, Sheridan, Roosevelt
4	McCone, Richland, Dawson, Prairie, Wibaux
5	Fergus, Garfield, Petroleum
6	Pondera, Teton, Chouteau, Cascade, Judith Basin
7	Lewis & Clark, Jefferson, Broadwater
8	Sanders, Mineral, Missoula, Ravalli, Granite, Powell
9	Beaverhead, Deer Lodge, Silver Bow, Madison
10	Park, Gallatin, Sweet Grass, Meagher, Wheatland
11	Golden Valley, Musselshell, Stillwater, Yellowstone, Carbon, Big Horn, Treasure
12	Rosebud, Custer, Fallon, Powder River, Carter

The following recap gives a description of the various highway funds, shows how State funds are allocated under the financial district law for each of these programs, and describes the planning involved for each of the programs:

11. Federal Aid Programs - Interstate

Funds apportioned under this program are available for expenditure on the following approved Interstate routes:

I-15 From the Montana-Idaho state line at Monida Pass via Butte, Helena and Great Falls, to the international boundary at Sweetgrass.

I-90 From the Montana-Idaho state line at Lookout Pass via Missoula to a point on Interstate Route 15 west of Butte, and from another point on Interstate Route 15 east of Butte via Bozeman Pass and Billings to the Montana-Wyoming state line north of Sheridan, Wyoming.

I-94 From a point on Interstate Route 90 near Billings via Glendive to the Montana-North Dakota state line near Beach, North Dakota

I-115 From a point on Interstate Route 15 west of Butte to Butte

I-315 From a point on Interstate Route 15 southwest of Great Falls to Great Falls

Initial Federal Aid legislation covering funding of the Interstate system stipulated that interstate funds allocated to the states should be based upon the cost of completing the Interstate system in each state, compared to the total cost on a nationwide basis, with the further provision that each state should receive not less that one-half of one percent of the total Federal allocation. Since this initial legislation, which was enacted in 1956, cost estimates of completing the Interstate system have been made in Montana approximately every two years. The latest cost estimate, which was made in 1976, indicates that it will require approximately $327,800,000 to complete the system to our present standards at prevailing construction costs. Montana's 1977 Federal appropriation was $29,768,890 for construction on this system.

Each fiscal year, the Federal Interstate funds available to Montana are matched with State funds at the effective matching ratio, and these State funds are then distributed to the financial districts, based on the ratio of the cost of completing the Interstate system in each financial district to the total cost of completing the Interstate system in the State.

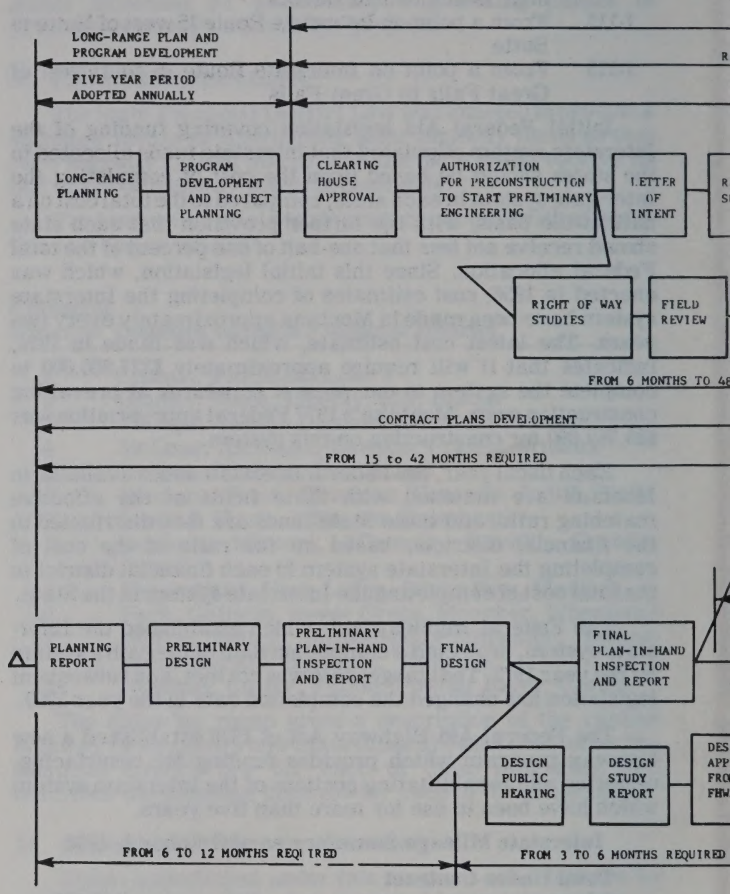
The Federal Highway Act, which established the Interstate system, projected a completion date of the entire system by the year 1972. That target date was not met, and subsequent legislation has changed the completion date to the year 1990.

The Federal Aid Highway Act of 1976 established a new highway program which provides funding for resurfacing, restoring and rehabilitating portions of the Interstate system which have been in use for more than five years.

Interstate Mileage Summary as of October 1, 1976

Total Under Contract	
4 Lanes	105.935
Add 2 Lanes	48.382
Open to Traffic	
4 Lanes	796.948
2 Lanes	176.310
Remaining to be Built	
4 Lanes	109.458
Add 2 Lanes	176.310
Total Mileage	1,188.651

PRECONSTRUCTION ACTIVITIES

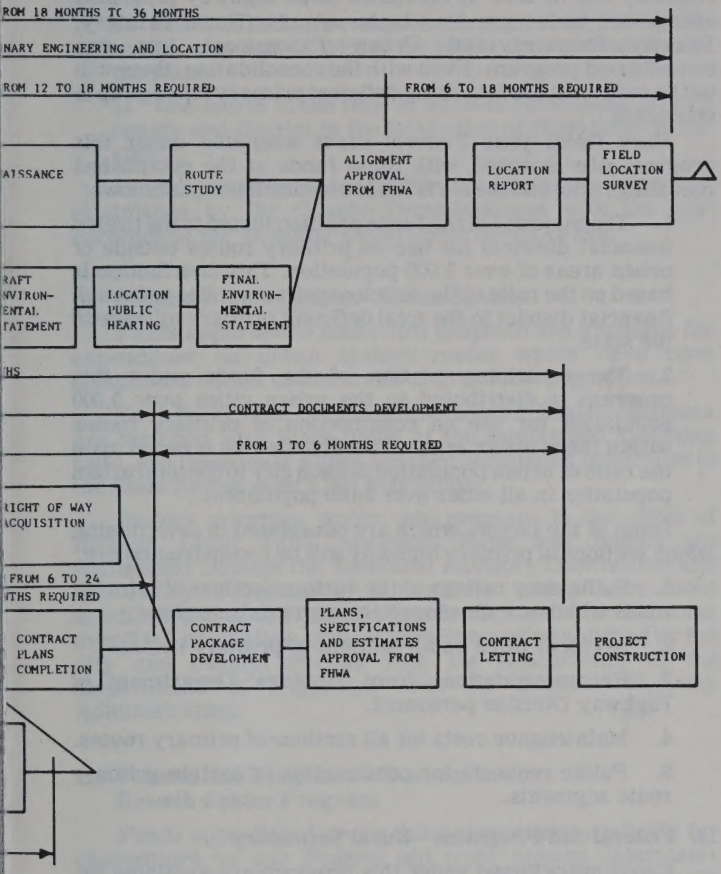

LONG-RANGE PLAN AND PROGRAM DEVELOPMENT
FIVE YEAR PERIOD ADOPTED ANNUALLY
LONG-RANGE PLANNING
PROGRAM DEVELOPMENT AND PROJECT PLANNING
CLEARING HOUSE APPROVAL
AUTHORIZATION FOR PRECONSTRUCTION TO START PRELIMINARY ENGINEERING
LETTER OF INTENT
RIGHT OF WAY STUDIES
FIELD REVIEW
FROM 6 MONTHS TO 4
CONTRACT PLANS DEVELOPMENT
FROM 15 to 42 MONTHS REQUIRED
PLANNING REPORT
PRELIMINARY DESIGN
PRELIMINARY PLAN-IN-HAND INSPECTION AND REPORT
FINAL DESIGN
FINAL PLAN-IN-HAND INSPECTION AND REPORT
DESIGN PUBLIC HEARING
DESIGN STUDY REPORT
FROM 6 TO 12 MONTHS REQUIRED
FROM 3 TO 6 MONTHS REQUIRED

PRECON

This phase of activity involves the research, pla
design plans and impact statements, and acquisitio

The above flow chart has been designed to show th
length of time required to complete each phase.

PRIOR TO BUILDING A ROAD



RUCTION

ng, programming, surveying, preparation of detailed right of way.

rious activities, when they occur, and the approximate

12. **Federal Aid Programs - Consolidated Primary**

This new program was established under the Federal Aid Highway Act of 1976. It combines three highway programs established under previous highway acts (Rural Primary, Priority Primary and Urban Extensions) into one consolidated program. Even with the consolidation, there will not be sufficient funds to bring deficient primary mileage up to standards.

Each fiscal year Federal funds available under this program are matched with State funds at the established matching ratio, and the State funds are distributed as follows:

1. The majority of the funds are distributed to the twelve financial districts for use on primary routes outside of urban areas of over 5,000 population. This distribution is based on the ratio of the deficient primary mileage in each financial district to the total deficient primary mileage in the state.

2. The remaining portion of the funds under this program is distributed to the urban cities over 5,000 population for use on construction of primary routes within these urban areas. This distribution is based upon the ratio of urban population in each city to the total urban population in all cities over 5,000 population.

Some of the factors which are considered in determining which sections of primary highway will be reconstructed are:

1. Sufficiency ratings of the various sections of primary roads which are developed through needs studies.

2. Accident rates on all sections of primary routes.

3. Recommendations from Montana Department of Highway Division personnel.

4. Maintenance costs for all sections of primary routes.

5. Public requests for construction of certain primary route segments.

13. **Federal Aid Programs - Rural Secondary**

Funds apportioned under this program are available for expenditure on secondary routes which are located outside urban areas with a population of 5,000 or more.

Each fiscal year, Federal Rural Secondary funds available to Montana are matched with State funds at the established matching ratios, and these State funds are then distributed to the counties and financial districts on the following basis:

A. One-fourth in the ratio of land area in each county and district to the total land area in the state.

B. One-fourth in the ratio of the rural population in each county and district to the total rural population in the state.

C. One-fourth in the ratio of the rural road mileage in each county and district to the total rural road mileage in the state.

D. One-fourth in the ratio of value of rural lands in each county and district to the total value of rural lands in the state.

Project priorities under the Rural Secondary program are established by the County Commissioners with the concurrence of the Montana Department of Highways.

14. Federal Aid Programs - Urban System

Funds apportioned under this program are available for expenditure on urban system routes which have been established within urban areas of over 5,000 population.

Each fiscal year, Federal Urban System funds to Montana are matched with State funds at the established matching ratio, and these State Funds are then distributed to all cities in the State having over 5,000 population.

Project priorities under this program in the cities of Billings, Great Falls, Missoula, Butte and Helena are established through the Technical Advisory Committees and the Policy Coordinating Committees which have been established in each of these cities. In the smaller urban areas over 5,000 population, project priorities are established by the city and county officials with the concurrence of the Department of Highways and the Federal Highway Administration.

15. Federal Aid Programs - Economic Growth Center Program

Funds apportioned under this program are available for expenditure on any Federal aid route (except Interstate) which is located within an approved Economic Growth Center's area of influence. The Federal Highway Administration approval of the various projects is another requirement for expenditures of these funds. Montana, at the present time, has three active Economic Growth Centers which may receive funds: Helena, Kalispell and Colstrip. Lone Mountain and Missoula were previously approved growth centers. Federal regulations limit the number of active growth centers to three.

The Financial District law provides that State matching funds under the Economic Growth Center program be

distributed to the approved Economic Growth Centers in the ratio of the number of miles of primary, secondary, and urban roads in need of upgrading in each approved growth center to the total number of miles of primary, secondary and urban roads in need of upgrading in all of the approved growth centers.

16. **Federal Aid Programs - Forest Highway Program**

Funds apportioned under this program are available for expenditure on approved Forest Highway routes within the State. Since this program is 100 percent federally financed, there are no State matching funds to be distributed to the financial districts.

Federal Highway project priorities are developed through the cooperative efforts of three agencies — U.S. Forest Service, the Montana Department of Highways and the Federal Highway Administration.

17. **Federal Aid Programs - Safer Off-System Roads Program**

This program provides Federal and State funds to counties and cities for safety and other road construction work on roads not on a Federal aid system.

Under Section 219 - Title 23, Congress authorized for apportionments, $4,609,888 to Montana for road construction on off system roads. The State Department of Highways supplied matching funds amounting to $1,623,060. The total amount of $6,232,948 was then distributed to 56 counties on the same basis that Secondary road funds are distributed. As of November 1, 1976, the counties had established project priorities amounting to $4,940,000. The counties have until June 30, 1978 to obligate the remaining $1,292,948.

The Federal Aid Highway Act of 1976 authorized for apportionment additional off system funds under Section 219, titled "Safer Off System Roads". Under this Act, Montana will receive $3,070,631 of Federal funds for each of the fiscal years 1977 and 1978. Projects to utilize these funds can be used for construction, reconstruction, and improvement of any off system road, including, but not limited to, the correction of safety hazards, the replacement of bridges, the elimination of high hazard locations and roadside obstacles. As of November 1, 1976 the Bureau of Budgeting had not released these funds to the State for obligation, and the State has not established the distribution formula to distribute funds to the Montana counties and cities.

18. **Federal Aid Programs - Safety Programs**

A. **Bridge Replacement** — This program was established under the "Highway Safety Act of 1970" for the purpose of providing states funding for bridges that are significantly important and which are unsafe because of structural deficiencies, physical deterioration or functional obsolescence.

Projects which are eligible for funding under this program are determined by the Federal Highway Administration through bridge inventory data which is provided by the states.

The Financial District law provides that when Federal funds are made available to Montana for a bridge under this program, State matching funds will be allocated to the financial district or city in which the bridge is located. These State funds would then be repaid to the other financial districts or cities over a period of time (five years for projects on the primary or urban systems and ten years for projects on the secondary system).

B. **Rail-Highway Crossings** — This safety program provides funds for elimination of hazards and to increase protection at rail-highway crossings on and off Federal Aid highway systems other than the Interstate system. Fifty percent of the funds apportioned under this program must be expended for installation of protective devices, and the other fifty percent may be used for the elimination of hazards at rail-highway crossings.

Under the Financial District law, State matching funds under this program are allocated on a statewide basis and are not distributed to the financial districts.

C. **High Hazard Locations** — This safety program provides funds for projects to eliminate or reduce hazards at specific locations or sections of highways which have high accident experiences or high accident potentials. These funds are available for projects on Federal Aid systems other than Interstate.

Under the Financial District law, State matching funds under this program are allocated on a statewide basis and are not distributed to the financial districts.

The Department of Highways has developed a system which indicates the high accident locations throughout the State. Statewide priorities have been established for these high accident areas, and the Department of Highways has areas. The Department is also in the process of beginning new projects to correct additional high hazard locations.

D. **Elimination of Roadside Obstacles**—This safety program provides funds for projects to correct roadside hazards, e.g., non-breakaway or non-yielding light and sign supports, utility poles, bridge abutments, trees, etc.

E. **Pavement Marking Programs** — This safety program provides funds for the purpose of improving pavement markings on highways to provide for greater vehicle and pedestrian safety. Under this program, priority is to be given to those projects which are located in rural areas and which are on the Federal Aid Secondary system, or are not included on any Federal Aid system. Federal funds are to provide 100% of the cost of these projects.

The Department has initiated programs to provide pavement markings on a number of roads throughout the State, and as the program develops further, additional sections of roadway will be included.

F. **Off-System Signing Program** — This program was established under Section 405 of the 1973 "Highway Safety Act", for the purpose of providing funds for upgrading signing on the off-system roads to the standards as established by the Manual on Uniform Traffic Control Devices. Each county and incorporated city within the State has been given an opportunity to participate in the program.

Under the program, each city or county must inventory its roads and streets to determine the signs needed to bring the signing up to standards. From this inventory, an appropriation is made by the Montana Department of Highways for the required sign materials and sign posts. Materials may be purchased through a state contract developed for the program, or through a supplier determined by sealed bid at the discretion of the participating city or county.

Monies under this program are distributed on the basis of need rather than the traditional financial district method. Matching funds to be provided by the city or county under this program are provided in the form of labor in taking the initial sign inventory and erection of the new signs.

19. Other Federal Aid Programs

There are a number of other federally-financed programs for which no distributions of matching State funds are made to the financial districts or cities. Among these are Highway Planning and Research, Emergency Relief, Outdoor Advertising Control, Junkyard Control, Landscaping and Scenic Enhancement, and Public Lands Programs. Federal funds have not been appropriated on an annual basis for all of these programs in the past. Therefore, planning is limited to the programs when funds become available.

20. State Secondary Roads Program

The construction program for secondary roads throughout the state is administered through the Engineering Division. This involves the Secondary-Urban Unit Manager who performs liaison and coordination activities with the various commissioners of the 56 counties to exchange information concerning the county needs and priorities for the various projects and to account for the funding expenditures and allocations to support the secondary roads program.

21. Annual Sufficiency Ratings on the Federal Aid Primary System

The 1927 State statute which created the financial districts also stipulated that prior to July 1 of each year the State Highway Commission shall determine the amount of State matching funds required to match available Federal aid. The State matching funds shall then be allocated to the 12 financial districts on the basis of the uncompleted mileage on the Federal aid primary system in each district. From the time this act was passed in 1927 through 1948 the uncompleted mileage in each financial district was determined primarily through engineering judgement.

In 1948 a formula was developed to determine the relative sufficiency of each section of highway based upon an annual inspection. During the annual inspection, the foundation, surface and drainage of each section of primary highway are rated on a point system as follows: Foundation 0-10 points, Surface 0-30 points and Drainage 0-10 points.

In addition to the three items that are rated in the field, relative safety and capacity are computed in the office and assigned to each section. The relative safety of the section which bears a weight in the formula of from 0 to 20 points is based upon sight distance, horizontal curvature, narrow bridges and the number of traffic accidents as related to the average daily traffic volume over a three year period. The capacity of the rating section which is assigned 0-30 points expresses the relationship between traffic volumes presently using the section and the ability of the section to accommodate such traffic. Such items as terrain, traffic composition, lane width, shoulder width, percent trucks and restricted sight distance are considered in developing the capacity rating.

Under this point system of rating, a completely adequate section of highway will total 100 points. The deficient mileage for each section is obtained by totaling the points for the various rating factors and multiplying the total of the sufficiency ratings by the length of the section. This total of sufficient mileage is then subtracted from the length of the rating section to obtain the deficient mileage. As an example, if a ten mile section of highway has been rated as 50 percent

sufficient, then 5 miles would be considered as deficient. The amount of deficient mileage is then accumulated for each financial district and the entire primary system. Federal aid matching funds are then distributed to the financial districts based upon the percentage that the total deficient mileage in each district is of the total deficient mileage in all 12 districts.

In 1975 the Federal aid primary system was rated at approximately 62 percent sufficient to meet the demands of present day traffic. The relative sufficiency rating of the Federal aid primary system has dropped during recent years which indicates that reconstruction is not keeping pace with obsolescence.

22. Maintenance

Maintenance in the Department of Highways is a dual function. One is to preserve the original constructed roadway, structures, and traffic aids; and the other is to provide the services necessary to keep traffic moving over the highways in the safest possible manner each and every day of the year.

Maintenance costs are funded 100% by State funds.

The state-maintained road system has increased from 6,128 miles in 1962 to 8,635 miles in 1976, which is an increase of approximately 179 miles per year.

Approximately 2,000 miles of the 5,000 miles Primary system were constructed over 30 years ago, and there are over 1,000 miles of the system that are 40 years old. Maintenance costs on these sections are nearly double the costs of new sections.

Some portions of our Interstate roadway are close to 20 years old, and presently many of these older sections are requiring surface maintenance and patching. Since each roadway is 38 feet wide, a larger outlay for materials and labor is necessary.

While maintenance is a "big job" accomplished by impressive costs, nonetheless, the most of the tax dollar can be accomplished by doing preventative maintenance work before deterioration happens, augmented with reasonable purchase of modern man-and-hour saving equipment.

The Department of Highways maintenance operations is subdivided into eleven divisions with a total of 642 field employees. The 8,635 miles of roadway to be maintained is divided into 139 sections which average 62 miles in length.

23. Bridge Inspection and Evaluation

Maintenance bridge inspection is performed on all structures located on the Federal Aid system. Inspection is

performed on approximately 2,800 structures at least every two years. On problem bridges, inspection is performed more often, and specialized equipment is often utilized to obtain a close view of all parts of the structure.

All inspectors in charge of an inspection team have extensive experience in bridge construction inspection and have attended a specialized 90-hour school.

The inspection reports are reviewed by a bridge engineer, and the findings are evaluated as to the performance and capability of the structures. Continuing inspections permit a review of the changing conditions of the structure so early effective minimal maintenance repair and/or replacement may be planned. If a bridge is damaged by a catastrophe, replacement may be possible through Federal Emergency Relief programs, or by using the Primary, Secondary, Urban or Interstate funds, or by special Bridge Replacement Funds.

24. **Travel Promotion**

The State of Montana promotes its product, Montana — The Big Sky Country, similar to means employed by private business: by advertising and publicity. This is accomplished through the efforts of the Travel Promotion Unit.

All forms of advertising media, national and international, are used to accomplish the goals of promoting Montana as a vacation destination and a location for conventions.

Tourist Attractions

1. **National Advertising** — Approximately half of the annual budget is invested in space and time advertising and its preparation. Precise records are kept of inquiries resulting from this national advertising, with a conversion study conducted each year to determine the best media used and the resultant economic impact. This is handled by the Unit Manager and advertising agency of contract.

2. **Publicity** — This consists of preparation of news releases, press kits, newsletter, coordination of travel editor and travel writer tours, preparation of special publicity articles upon request by publications, preparation of publicity articles for speculation, preparation of photo feature pages for major news wire services, special writing assignments and research, and creation of new publicity ideas.

3. **Photo-Publicity** — This includes all photos for all printed publications, special occasion photo assignments as they arise, preparation of all photos for newsletter and for photo feature pages on the news wires, maintenance of

color transparencies file, black/white print file and black/white negative files. All photos are available for loan to non-commercial projects featuring Montana's travel attractions. Photo-publicity also involves preparation, maintenance, and presentation of multi-media slide presentation, and supervision and maintenance of all photographic equipment. Assistance with other publicity projects such as public relations and press contacts, assistance with travel writer, editor, and agent tours, and attendance at major travel shows are in this operation.

Other

1. **Convention Division** — This division provides support and assistance to all convention bureaus within the state. Its purpose is to furnish leads, attend national convention and meeting shows, provide supportive convention printed material, assist local communities in bidding conventions (large or small) and do convention national advertising in key media.

2. **Tour Division** — This division involves coordination with national tour wholesalers, retailers and brokers, airlines and other transportation companies in bringing Montana to their attention; encouraging Montana tour-related companies in expanding and marketing their product; and organizing and promoting travel agent FAM (familiarization) tours to the state by working through travel clubs, transportation companies and with private sector in the state to host and tour groups from 20 to 30 agents from throughout the country both winter and summer. It also involves working closely with United States Travel Service and Discover America Travel Organizations in both domestic and International Travel Pow-Wows, working closely with commercial enterprises in packaging and marketing their areas, and planning national advertising for the trade, with private sector tie-ins. The Tour Division assists with other publicity activities such as travel shows, press contacts, and orientation programs.

3. **Film Location Division** — This division works with part-time Hollywood contacts to develop leads with major film producers to shoot full length movies in Montana. It involves coordination with government and private sector statewide, contacts within shooting locations, photographing location and escorting producers, film crews, etc. throughout the state. It also prepares and distributes location manuals and prepares and creates advertising and promotional ideas for trade papers. Estimates are that approximately $7 million has been spent in the state by production companies since the beginning of the program in 1974.

25. Motor Pool

The original Statewide Motor Pool was established in July 1969 and was operational for all State agencies in July, 1971 with all types of equipment and vehicles included in this Pool. The 1974 State Legislature passed Senate Bill 367, which changed the original Motor Pool concept and is now used only for transportation by Helena-based State employees.

The Pool operates with 232 passenger carrying vehicles, and approximately 4 million miles of travel annually is recorded on these vehicles.

A new pool site is located on the edge of the Capitol complex, and this location should encourage greater use.

Motor Pool management has shifted the emphasis toward purchasing compact vehicles, which as a result, transportation is provided at a cost of ½ cent less per mile than was charged three years ago for standard vehicles. This savings is realized despite the increased cost of gasoline, parts and labor. Examples of rental rates are: a compact car has a rental rate of 11.3 cents per mile, whereas, a station wagon rents for 12.8 cents per mile. In addition, no major repair or expenditure is made on a vehicle after 75,000 miles.

26. Equipment Bureau

The Highway Equipment Bureau was established on July 1, 1974 after the legislature eliminated the Statewide Motor Pool.

The Bureau provides transportation for all highway employees outside the Helena area, and furnishes highway maintenance equipment statewide.

During F.Y. 1976, over-the-road vehicles were driven a total of 14,771,600 miles. Maintenance equipment or units were used a total of 585,400 hours.

27. City-County Gas Tax Distribution

The 1975 legislature ammended Section 84-1840 R.C.M. 1947, which stipulates the manner in which $6,500,000 of gas tax funds shall be allocated each fiscal year to the counties, incorporated cities and towns in Montana from the Highway Earmarked Revenue Account.

Under the revised law, these funds are paid by the State Treasurer directly to the counties, cities and towns, whereas, previously, the funds were credited to each entity on the Department's books. Previously, the Department of Highways reviewed and approved by agreement the use of the funds by the local governing bodies. Under the new law, local agencies must inform the Department of Highways of the

purpose for which the funds shall be expended, but need not have the concurrence of the Department of Highways for the actual expenditure.

The $6,500,000 is divided so as to provide $2,950,000 to the various counties and $3,550,000 to the various incorporated cities and towns, according to a formula contained in the law.

All funds so allocated are to be used exclusively for the construction, reconstruction, maintenance and repair of rural roads, city or town streets and alleys or for proportionate matching of Federal funds allocated for road construction on Federal Aid systems.

28. Other City-County Distribution

Section 11-4513 provides for annual distribution of $75,000 of highway earmarked revenue funds to cities for losses incurred while operating public transporation systems. A city may not receive more than 50 percent of any year's operating deficit.

That section also provides for annual distribution of $75,000 from highway earmarked revenue funds to counties to be used for highway or other transportation purposes. This distribution is made according to the formula described in Section 84-1840.

29. Occupational Safety & Health Act (OSHA)

The Department of Highways, like other state agencies, is intimately involved in abiding by the rules of the OSHA as it fits the State of Montana. This particularly affects our Motor Pool, Equipment, and Maintenance Divisions, as well as personnel engaged in construction and other activities for the Department. The Safety Unit within the Department of Highways performs liaison and coordinating activities with these divisions and offices. A considerable expenditure of funds is anticipated in order to revamp equipment and buildings to conform with the safety provisions.

ALLOCATION OF GASOLINE TAX REVENUE
TO COUNTIES UNDER PROVISIONS OF HOUSE BILL 198, 1975 SESSION LAWS
FOR FISCAL YEAR BEGINNING JULY 1, 1976

COUNTY	ALLOCATION
Beaverhead	$ 60,770
Big Horn	70,564
Blaine	72,924
Broadwater	23,836
Carbon	38,232
Carter	33,276
Cascade	118,413
Chouteau	81,066
Custer	43,719
Daniels	27,081
Dawson	47,141
Deer Lodge	31,683
Fallon	25,842
Fergus	68,676
Flathead	149,270
Gallatin	73,809
Garfield	44,073
Glacier	50,386
Golden Valley	17,405
Granite	22,479
Hill	98,766
Jefferson	31,978
Judith Basin	34,633
Lake	65,313
Lewis & Clark	71,685
Liberty	38,881
Lincoln	95,285
McCone	52,923
Madison	$ 43,011
Meagher	26,196
Mineral	26,786
Missoula	154,108
Musselshell	27,730
Park	41,831
Petroleum	19,352
Phillips	62,835
Pondera	40,887
Powder River	38,822
Powell	35,931
Prairie	23,069
Ravalli	74,340
Richland	47,967
Roosevelt	54,280
Rosebud	63,189
Sanders	53,277
Sheridan	40,887
Silver Bow	80,594
Stillwater	38,350
Sweet Grass	22,951
Teton	49,796
Toole	40,002
Treasure	13,098
Valley	80,594
Wheatland	19,588
Wibaux	17,228
Yellowstone	123,192
GRAND TOTALS	$2,950,000

ALLOCATION OF GASOLINE TAX REVENUE
TO CITIES UNDER PROVISIONS OF HOUSE BILL 198, 1975 SESSION LAWS
FOR FISCAL YEAR BEGINNING JULY 1, 1976

CITY	ALLOCATION
Alberton	$ 3,196
Anaconda	60,172
Bainville	4,083
Baker	24,317
Bearcreek	2,308
Belgrade	14,555
Belt	6,745
Big Sandy	11,182
Big Timber	18,814
Billings	488,125
Boulder	16,152
Bozeman	143,774
Bridger	8,698
Broadus	8,520
Broadview	2,663
Brockton	3,728
Browning	12,603
Butte	181,227
Cascade	9,052
Chester	12,070
Chinook	19,347
Choteau	18,459
Circle	10,827
Clyde Park	4,615
Columbia Falls	28,045
Columbus	14,909
Conrad	27,335
Culbertson	8,165
Cut Bank	32,127
Darby	5,326
Deer Lodge	37,985
Denton	7,278
Dillon	39,405
Dodson	4,261
Drummond	3,905
Dutton	5,680
East Helena	15,264
Ekalaka	7,455
Ennis	5,680
Eureka	10,473
Fairfield	8,343
Fairview	10,295
Flaxville	2,486
Forsyth	20,235
Fort Benton	20,590
Froid	4,970
Fromberg	4,438
Geraldine	5,503
Glasgow	41,002
Glendive	48,635
Grassrange	1,775
Great Falls	438,957
Hamilton	26,625
Hardin	27,512
Harlem	10,649
Harlowton	15,975
Havre	80,584
Helena	204,835
Hingham	4,083
Hobson	5,681
Hot Springs	8,343
Hysham	5,148
Ismay	1,776
Joliet	4,793
Jordan	$ 7,278
Judith Gap	2,485
Kalispell	88,572
Kevin	4,615
Laurel	39,227
Lavina	3,018
Lewistown	58,397
Libby	30,174
Lima	4,793
Livingston	56,445
Lodge Grass	6,923
Malta	23,252
Manhattan	9,762
Medicine Lake	4,970
Melstone	4,260
Miles City	86,087
Missoula	249,564
Moore	3,728
Nashua	6,213
Neihart	4,438
Opheim	4,438
Outlook	2,308
Philipsburg	12,070
Plains	9,763
Plentywood	20,589
Plevna	3,196
Polson	26,979
Poplar	11,360
Red Lodge	19,880
Rexford	1,953
Richey	4,615
Ronan	14,199
Roundup	$ 22,010
Ryegate	4,083
Saco	6,391
St. Ignatius	9,230
Scobey	15,974
Shelby	28,577
Sheridan	6,213
Sidney	42,245
Stanford	6,213
Stevensville	9,053
Sunburst	7,988
Superior	12,248
Terry	12,603
Thompson Falls	13,667
Three Forks	15,442
Townsend	18,637
Troy	9,940
Twin Bridges	5,858
Valier	10,827
Virginia City	4,438
Walkerville	12,424
Westby	3,728
West Yellowstone	9,052
Whitefish	26,447
Whitehall	11,005
White Sulphur Springs	15,087
Wibaux	7,633
Winifred	4,260
Winnett	5,858
Wolf Point	25,560
TOTALS	$3,550,000

FEDERAL APPORTIONMENTS

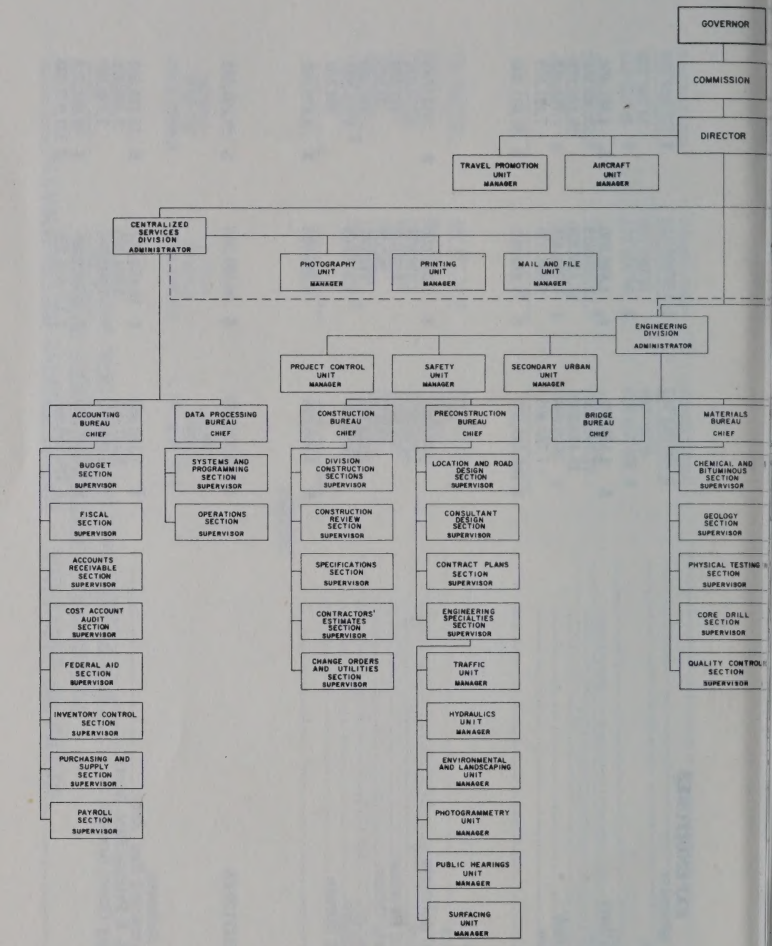
FEDERAL PROGRAM	F.Y. 1974	F.Y. 1975	F.Y. 1976	Transition Quarter	F.Y. 1977	Est. F.Y. 1978
Interstate	$25,409,582.00	$30,365,980.35	$33,521,355.15	---	$29,768,890.00	$28,987,391.00
Interstate Resurfacing	---	---	---	---	---	3,705,265.00
Rural Primary	12,254,781.00	12,745,270.00	14,421,605.00	---	---	---
Priority Primary	1,133,746.00	2,290,868.00	3,402,000.00	---	---	---
Consolidated Primary	---	---	---	---	16,479,082.00	16,479,082.00
Rural Secondary	7,028,478.00	7,283,012.00	8,112,152.00	---	7,192,059.00	7,192,059.00
Urban Extensions	844,699.00	876,498.00	873,826.00	---	---	---
Urban System	3,466,282.00	3,554,406.00	3,553,027.00	---	3,832,094.00	3,832,094.00
HPR	763,514.00	858,324.00	908,852.00	---	872,162.00	872,162.00
Metropolitan Transportation Area Planning	117,370.00	132,300.00	137,013.00	---	140,519.00	140,519.00
Forest Highways	2,630,564.00	2,630,564.00	2,630,564.00	657,641.00	2,630,564.00	2,630,564.00
Economic Growth	313,000.00	278,000.00	1,854,264.00	---	993,656.00	993,656.00
Rail-Highway Crossings (On System)	273,432.00	828,752.00	721,113.00	---	1,366,191.00	1,366,191.00
Rail-Highway Crossings (Off System)	---	---	---	209,647.00	819,715.00	819,715.00
High Hazard Locations	343,772.00	520,975.00	515,738.00	---	---	---
Elimination of Roadside Obstacles	171,886.00	520,975.00	515,738.00	---	---	---
High Hazard Locations and Elimination of Roadside Obstacles	---	---	---	---	853,245.00	853,245.00
Safer Roads Demonstration Program	348,903.00	697,804.00	667,161.00	---	---	---
Pavement Marking	194,019.00	588,056.00	595,439.00	---	334,027.00	334,027.00
Off System Roads	---	---	4,609,888.00	---	---	---
Safer Off System Roads	---	---	---	---	3,070,631.00	3,070,631.00
Bridge Replacement	55,882.00	104,954.00	129,239.00	---	589,679.00	3,153,250.00
Public Lands	1,000,000.00	1,500,000.00	1,500,000.00	---	2,250,000.00	---
Outdoor Advertising	400,000.00	203,647.00	302,499.00	---	---	---
Junkyard Control	---	50,000.00	10,000.00	---	---	---
Landscaping of Scenic Enhancement	139,600.00	668,585.76	---	---	---	---
Emergency Relief	450,000.00	540,000.00	4,489,240.00	950,000.00	---	---
Transition Quarter	---	---	---	20,646,650.00	---	---
TOTALS	$57,339,510.00	$67,238,971.11	$83,470,713.15	$22,463,938.00	71,192,514.00	$74,429,851.00

STATE OF MONTANA — DEPARTMENT OF HIGHWAYS
INCOME AND EXPENDITURES REPORT
For Fiscal Years 1973, 1974, 1975, and 1976

	Fiscal Year Ending 6-30-73	Fiscal Year Ending 6-30-74	Fiscal Year Ending 6-30-75	Fiscal Year Ending 6-30-76
INCOME				
Income - STATE				
Motor Fuel Taxes				
Gasoline	$ 28,608,727	$ 28,208,155	$ 29,155,841	$ 32,723,069
Diesel	6,545,948	6,634,991	6,702,828	7,914,517
Other	395,535	431,433	443,502	537,327
G.V.W.	9,452,071	10,275,755	10,572,899	12,063,520
U.S. Mineral Royalties	1,332,523	1,473,475	2,384,922	2,243,054
Miscellaneous	786,943	717,850	1,133,792	1,230,317
Subtotals	$ 47,111,747	$ 47,741,659	$50,393,784	$ 56,711,804
Income - FEDERAL	$ 72,931,162	$ 46,416,473	$ 47,748,965	$ 72,422,433
Federal Aid	236,969	154,885	232,328	241,650
Miscellaneous	73,168,131	$ 46,571,358	$ 47,981,293	$ 72,664,083
Subtotals	$ 120,279,878	$ 94,313,017	$ 98,375,077	$ 129,375,887
TOTAL INCOME	6,380,084	16,087,759	23,598,228	26,624,718
Beginning Cash Balances	$ 126,659,962	$ 110,400,776	$ 121,973,305	$ 156,000,605
TOTAL				

EXPENDITURES

Programs				
General Operations	$ 4,132,091	$ 4,698,930	$ 4,987,458	$ 5,751,793
Construction	77,731,529	52,440,653	55,263,660	81,966,248
Maintenance	15,410,257	15,225,376	18,186,678	18,980,224
Travel Promotion	599,005	724,431	751,455	653,329
Preconstruction	7,742,405	6,696,535	7,422,379	7,379,750
Subtotals	$ 105,615,287	$ 79,815,925	$ 86,611,630	$ 114,731,344
Non-Program				
Transfers and Accruals	(420,682)	$ 1,562,656	$ (610,858)	$ 982,201
Highway Patrol	2,015,637	2,499,876	2,774,934	3,022,503
Department of Revenue	322,630	310,827	347,594	359,941
Highway Safety Office	28,672	29,528	32,543	42,046
Buildings	118,114	110,067	295,360	262,303
City-County Distr.	2,892,545	2,473,669	4,935,857	7,374,211
Trf. to Equip. Bureau			904,532	-0-
Subtotal	$ 4,956,916	6,986,623	$ 8,679,962	$ 12,043,205
TOTAL EXPENDITURES	$ 110,572,203	$ 86,802,548	$ 95,291,592	$ 126,774,549
Ending Cash Balances				
Hwy. Earmarked Rev. Acct.	$ 7,103,552	$ 15,659,817	$ 17,164,658	$ 18,570,380
Hwy. Fed. & Private Rev. Acct.	5,287,401	3,834,425	7,348,926	9,211,804
City-County Const. Account	3,696,806	4,103,986	2,168,129	1,443,872
	$ 16,087,759	$ 23,598,228	$ 26,681,713	$ 29,226,056
TOTAL	$ 126,659,962	$ 110,400,776	$ 121,973,305	$ 156,000,605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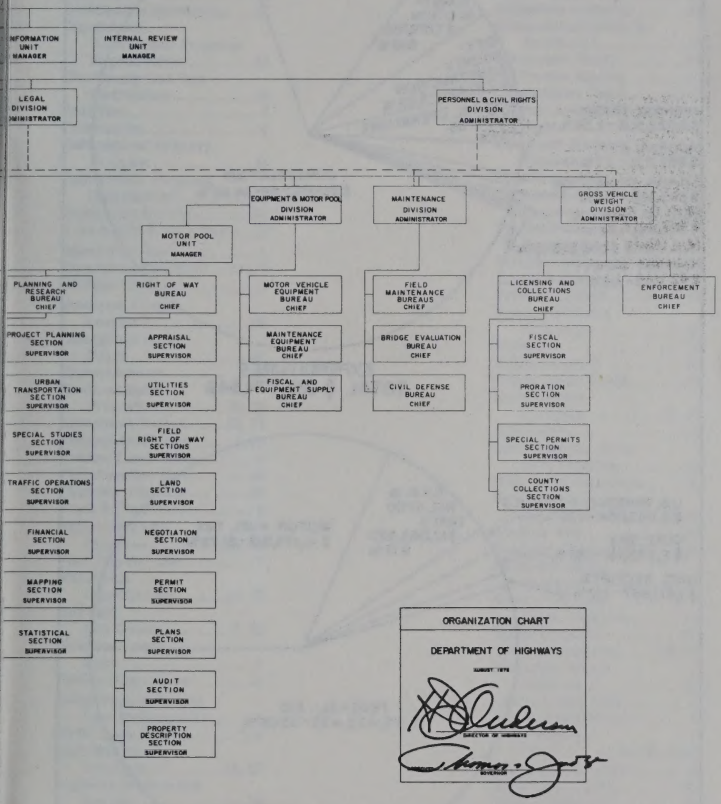
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COUNTY COLLECTIONS SECTION SUPERVISOR
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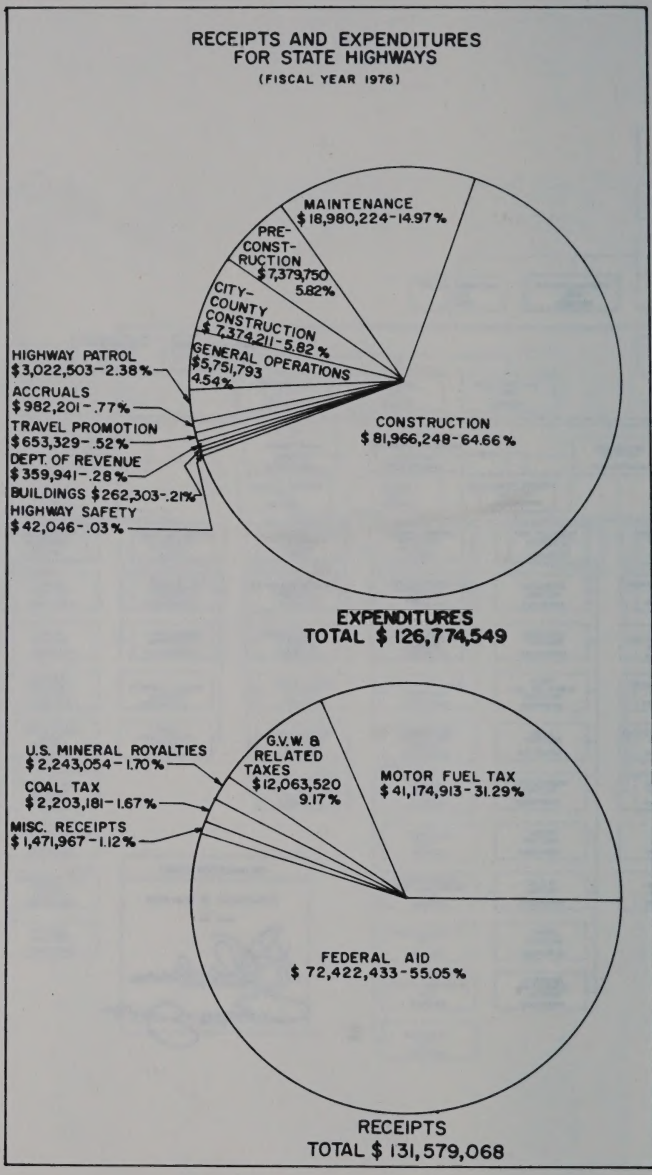
DEPARTMENT OF HIGHWAYS
AUGUST 1978
DIRECTOR OF HIGHWAYS
GOVERNOR


RECEIPTS AND EXPENDITURES
FOR STATE HIGHWAYS
(FISCAL YEAR 1976)
MAINTENANCE
$ 18,980,224-14.97%
PRE-
CONST-
RUCTION
$ 7,379,750
5.82%
CITY-
COUNTY
CONSTRUCTION
$ 7,374,211-5.82%
GENERAL OPERATIONS
$5,751,793
4.54%
HIGHWAY PATROL
$3,022,503-2.38%
ACCRUALS
$ 982,201-.77%
TRAVEL PROMOTION
$ 653,329-.52%
DEPT. OF REVENUE
$ 359,941-.28%
BUILDINGS $ 262,303-.21%
HIGHWAY SAFETY
$ 42,046-.03%
CONSTRUCTION
$ 81,966,248-64.66%
EXPENDITURES
TOTAL $ 126,774,549
U.S. MINERAL ROYALTIES
$ 2,243,054-1.70%
COAL TAX
$ 2,203,181-1.67%
MISC. RECEIPTS
$ 1,471,967-1.12%
G.V.W. &
RELATED
TAXES
$ 12,063,520
9.17%
MOTOR FUEL TAX
$ 41,174,913-31.29%
FEDERAL AID
$ 72,422,433-55.05%
RECEIPTS
TOTAL $ 131,579,068

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